



8th December, 1981

MEMORANDUM FOR : 
 FROM : 
 SUBJECT : Further Details on Donation of U-2
 to Air & Space Museum
 REFERENCE : My Memo of 3rd December to DDS&T,
 "Prospective Declassification of
 U-2 Hardware."

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As further to the reference, I have confirmed the identity of the U-2C located in Palmdale, which I would propose selecting for the subject donation. It is Article 347, now marked as military serial 566680, according to Fred Cavanaugh of Lockheed. Cavanaugh says that it is extremely doubtful that it could be flown without an expensive overhaul, and understandably, Lockheed would like that expense to fall on someone else.

There are two other U-2s on more-or-less public display. One, Article 388, procured as a SAC aircraft, is at the Air Force Museum at Wright-Patterson Air Force Base near Dayton, Ohio. No payload is associated with this machine. The other, Article 389, also a SAC aircraft, is pedestal-mounted near the gate at March Field, California. It was rebuilt from the wreckage of the same aircraft and also has no payload features. Only one of the early U-2s is still in service - Article 368 - which is with the U-2R detachment at Beale AFB.

I was told yesterday by Jim Cherbonneaux of NASA's High Altitude Laboratory at Ames in California that Article 388 above was trucked on flatbed trailers from the West Coast to Wright-Patterson AFB, so that method might well be employed to get Article 347 back to the Washington area. Cherbonneaux confirms that NASA has one of the original "B" cameras from the program, and that is in storage at Ames. An exhibition at Air & Space Museum would be the first time that the aircraft and its payload would be displayed together, minus the various Elint systems of course.

Cavanaugh confirms that the wing and fuselage dollies, specially built for the U-2, are in storage at Site 2, Palmdale and could easily be cleaned up for the trip back East. I intend to discuss the matter of possible funding for the trucking of the aircraft with Fred Durant of Air & Space later this week, to see if they would be able to handle it within their limited resources. This need not mean that opportune airlift has been discarded as a means of moving the bird, but trucking would probably be more expeditious.